Affairs on the Isthmus of Panama, &c., &c., &c.

The steamship Ohio, Capt. Schenck, arrived yesterday morning from Chagres, by the way of Havana. She brings over \$200,000 of gold dust. We are indebted to Mr. Purser Hall for favors. Annexed is the

A. A. Chapman. \$15,910 50 Williams & Potter 380 00 Churchman, Rob- In the hands of erte & Co..... 3,923 75 passegers.....290,000 00

The following are the

Total.

Total.

The following are the

NAMES OF THE PASSENGERS.

A Buck, C Buck, W L Chambers, Geo Lombard, F Sanda,
Pass A Biron, Pedro Lallager, F Alsamara, Mr Vargfs, J
Purfeti, J N Howelsky, Mrs Booth E Son, J Boneraw, Darcirmana, J Perleer, En Manfrus E Lady, W Jackson, J G
Jackson Capt J W Hugg, A Grenfur, J R Cooper, A Husch,
W Gaerinan, M Sponner, J Barlen, G tias-bar, Caleb Vechlo,
RA Grand J O Tread well. W Gummerman, Isling, Mrs J
Wetkier, Mr Telford, S Baylerd, Jo Miller, D Latternan,
N Colcountly, T Julien, W Miller, J Feedler, B Hargtove,
C W Shelion, W McLeed, C Listohaid, R G Staele, Capt J
Weller, Mr Telford, S Baylerd, Jo Miller, D Latternan,
N Colcountly, T Julien, W Miller, J Feedler, B Hargtove,
C W Shelion, W McLeed, C Listohaid, R G Staele, Capt J
Welle, T Cornell, A Mesere, J W Hugg, Jr, D J Silva, J
Ferrayth, J L Plat, T Jonkin, E C Rocers, M Bowen, C
Wilkes, E Grant, J Green, J McGlovern, W Bissell, G Page, P
Drew, J F Oetrander, A Bowen, M Saress, J Nuceuk, S Parke,
A Boyt, M Collins, W Lackin, H Bendenbaugh, R Ball,
J M Keton, M Labariere, E Amgeluei, B Hohoon, J Robinson,
P Blessom, J L Ward, E J Genere, J J Fasterson, J
N Corne, J T Jones, W Thempson, Wife and four enlitten, C
King, W Swift, R L Turriton, J Shabwater, M Gman, E
Treadway, F Delamator, G Fan, T F Fewler, C H Knower,
D Ibsen, A C Nelle, Tendrins, S T Dechn, J Rogers, J Chaspion, F Vectral and wife, K Cay, J F Rilry, J Harrisbaugh,
A R Floree, L Grubber, W Tramburd, H Trummul L Hieles
T Syle, O'nmeson, Chas Forger, W Oomstell, P Linch, J
Ricton, O'n Hearten, J Salue, J F Sandon, R Harrisbaugh,
A R Floree, L Grubber, W Tramburd, H Trummul L Hieles
T Syle, O'nmeson, Chas Forger, W Oomstell, P Linch, J
Ricton, O'n Hearten, L Salue, J F Sandond, R Forter, W
Entremeyer, J Green, D Shingood, T Refriewerd, S J has
B Cames W Lowell, D Flex, Silva, J Cass, H Paimer, H
Kellege D Heudeman, J Lowell, D Leon, G Kellege, J Fireshners, W Chas.

T How Havana—C Casamadrid: and lady, G W Echroeder,
M Dorcele, J Fireshners, W chas.

left that port for New York on the morning of the 30th The Spanish steamer Ferdinand to Catolica arrived at Havans on the morning of the 30th ult., from Cadiz. The steamer Philadelphia, from San Juan and Chagres

The Ohio left Chagres on the night of the 22d ultimo

and arrived at Havana on the morning of the 27th ult.

The Ohio passed the steamer Georgia, hence, about fif teen miles outside the More, bound in.

bound to New Orleans, was at Havana.

The steamship Empire City, Captain Leeds, has also arrived. She sailed from New Orleans on the 24th ult. The E. C. left Havana at noon on the 30th ult. Sh brings 120 parsengers. She has also on freight \$22,000 in specie, from New Orleans, consigned to Messrs, Beeb & Co., and G. S. Robins & Son.

The following came

PROSERVERS IN THE EMPIRE CITY.

From New Obleass - Dr. Chas Bryan, Jus Durbas, Col. Lilly, W. M. Kinney, M. Fowler, Henry C. Bruse, Mrs. H. C. Lill, M. Foster, John S. Hughes, Thos sheldon, John R. Transley, A. Vigor, S. G. Alexheier, Chan Keith, N. Transle, Sand Norris, U. Von Koits, W. Fanton, Miss Mary Ferris, A. Wright, Col. J. W. Allen, Chas. Lion, John Burbank, S. Limon, Lenas Kaiser, Win Bavia, Gee L. Dolson, thos Santon, Jno Welch, Win Sylvester, Friar Fairlie, Rott Tunis, Boul Tunis, D. H. Molden, A. Endier, Thos Moclibber, Thos Purcelle, Mrs. Mc. Kenn and child, Ches Kruiser, Chas Fisher, T. Kames, N. Fitzsimmens, A. Walden, Mrs. Holmes, E. Holmes, L. Gibbins, Jas. Currum, B. Mills, Jan R. Fergurson, Jan O'Nell, Win Hughes, Chas Powers, Gee C. Toole, Mrs. Hererly and child, Wm. Mines, M. MOMURTS,

FROM Chaories and Ean Juan L. Hart, B. Distenheiter, Charles Thomas, Lewis Ghlaman, M. Peek, John Hartis, Mrs. Blachenstein and daughter, John P. Winchell, Jas Nachan, Gapt, L. T. Jewest, W. M. Tulton, Mrs. E. Doyle, John Lersu, Gee W. Dudley, W. Money, Ed. Hascou, M. Hart, Lewis Kansem, Peter Annold, Chas Harvey, W. S. Perry, J. R. Ootlass, Jas Brown, Chas B. Brandt, J. Boyd, W. L. Carman, W. Smith, Jas Mrs. How, Lewis Fairbenks, A. Jacobs, J. Karr, B. Wolfe, D. Hardman, S. Ward, H. Bownes, R. Crowley, P. Woodine, A. Wasson, B. Lewis Fairbenks, A. Jacobs, J. Karr, B. Wolfe, D. Hardman, S. Ward, H. Bownes, R. Crowley, P. Woodine, A. Wasson, B. Lewis Fairbenks, A. Jacobs, J. Karr, B. Wolfe, D. Hardman, S. Ward, H. Bownes, R. Crowley, P. Woodine, A. Wasson, B. Lewis Fairbenks, A. Jacobs, J. Karr, B. Wolfe, D. Hardman, S. Ward, H. Bownes, R. Crowley, P. Woodine, A. Wasson, B. Lewis Fairbenks, A. Jacobs, J. Karr, B. Wolfe, D. Hardman, S. Ward, H. Bownes, R. Crowley, P. Woodine, A. Wasson, B. Lewis Fairbenks, A. Jacobs, J. Karr, B. Wolfe, D. Hardman, S. Ward, H. Bownes, R. Crowley, P. Woodine, A. Wasson, B. Lewis Fairbenks, A. Jacobs, J. Karr, B. Wolfe, D. Hardman, S. Ward, H. Bownes, R. Crowley, P. Woodine, A. W PASSENGERS IN THE EMPIRE CITY

board the Empire City, died at Havana, on the 30th ult. of dysentery.

The Panama Herold of the 13th ult, contains the fol-

The Panama Herold of the 10th ult, contains the following paragraph:—

We are pained to record the sad death of Mr. Willism Chestnut, late of Albany, N.Y. He crossed the Isthmus on Saturday, having come from the States by the Georgia. The exposure to the sun produced dizmisers, in consequence of the congestion produced by the interse heat. He was found in a dying state about 12 o'clock, yesterday, at the foot of the hall stairs of the Washington House, having undoublesly fallen white attempting to ascend the steps. He lived but a few moments after he was found. He has a brother in California whom he expected to neet in a short time, in that and of premise and gold. A sad termination to hie golden dream.

Our Panama Correspondence. PANAMA, Jan 18 1852.

Importance of the Geographical position of Paname -Its bearing on the Interests of England and the United States - Easy construction of a Canal across the Isthmus-Mineral Wealth- Whale and Pearl Fisheries-Agriculture and Mechanic Arts -Completion of the Railroad-Passengers Crossing - Douth of Dinneford, the Actor - The Assia wall House-Cocoa Grove Hotel, &c , &c.

The geographical position of Panama renders i at this time, an object of more than ordinary impertance in the estimation of England and the United States. It has been clearly domonstrated by the practical agency of scientific men, and by the observation and experience of all who have had occasion to investigate this portion of the South American continent and the contiguous provinces of Central America, that the most practicable and feasible point of transit between the Atlantic and the Pacific, to be found in the whole range of territory between Mexico and Equador, on this coast, is here. The connection to be formed with the Atlantic by the completion of the railroad now in progress, will not exceed forty-five miles-a distance easily traversed in an hour and a half-thus uniting, by a hand's bread b, the two great eccans of the world, with all their trade, and commerce, and

wealth.

The intermediate position which this passage sustains between the Western and European sont ments, and its central position in the whole commercial world, form snother highly important feature, and claim a consideration second in importance only to that which makes it the most feasible and desirable as a point of transit. To this point must necessarily flow all the commerce from both, which may be destined for any of the Pacific ports, and through here must necessarily be conveyed all the exported wealth and products of China, the East Indies, Aus-tralia, the Sandwich and other islands, and all the fature trade and commerce of the Pacific—Mext California, Oregon, and British Northwestern Ar rica. Besides all this, it will always hold and co mand, as it does now, the entire trade and commerce of the whole South American Fasific coast, from New Granda to Pasagonia, which can neither be disturbed her interfered with by the construction of any other route of transit between the two

In these two respects the geographical position of In these two respects the geographical position of Panama present, not only to England and the United States, but to the whole commercial world, an object of singular and significant character. There advantages, themselves, are pregnant with wealth and power, and attach an importance to the republic of New Granada hitherto unappreciated, if not unknown.

In addition to these important considerations,

are the advantages arising from the character of the harbors at each terminus of the route. Or the Atlantic side, there is an abundance of water for vessels of any draft, and not only a good an-chorage and safe harbor, with docks and pure con-structed for them to lie by, but the whole amount in the rise and fall of tide does not exceed 18 inches, so that perfect freedom and security may alway relied on. Here, at Panama, we have one of relied on. Here, at l'anama, we have one of the finest bays and harbors in the world, in point of anchorage, depth of water, protection afforded by the surrounding shores and islands, and in health and beanty. At all seasons of the year, and at all stages of the tide, though it has a rise and fall of upwards of twenty feet, ships and steamers of the largest class can and de always ride at safety. By the construction of piers, as at Navy Bay, on the Atlantic side and plants. largest class can and de always ride at safety. By
the construction of piers, as at Navy Bay, on the
Atlantic side and all the principal scaport towns
of the United States and cisewhere, and for which
nature has haid a foundation of masonry more solid
and enduring, than the most perfect and complete
master-piece of art. goods, mails, merchandise,
munitions of war, gold and silver bellion, &c. &c.
may be landed from ships without the least delay,
and in less than two hours be transported across
the narrow strip of sand dividing the two cosms,
ready for embalkasion to any percentic Atlantic
As a character of trade, the coute through here
possesses advantages has to be found in any other
schemes which the enterprise of the ago may have
soggested or spand for public examination. Fro-

route or intercommunication accross the labour may be made and entertained "till the mack down," but they accross succeed in enforcing up-public belief the practicability and feathblity communication which common observation and

public belief the practicability and fashbility of confirmation which common observation and a knowledge of this route carry with them. It the construction of a canal, with sunfacent water for ordinary beats, could in any way uperfeed, or and to, the advantages to be derived by the completion of the rational, it could be manufacted at a trilling capetage, and in agence say a trilling capetage, and in agence of the confirmation of the rational, it could be manufacted at a trilling capetage, and in agence say and the sentenced to death, and the sentence carried into execution by barging time by the made up time, by uniting the rational of the confirmation.

Rio Trididad, which now almost part at the same head, and flow into the different oceans.

Impressed with the importance of these considerations, in all their bearings upon the social condition of my fellow countrymen, vast numbers of whom are wending their way hither, to pass to the land of Ophir, in search of its golden treasures, or, anchoring their hopes in our midst, remain with us—upon the interests of the commercial world, which is chiefly to be most directly affected by increasing the facilities of this communication, and a large portion of which belongs to my own country—I feel it to be my duty to suffer no occasion to pass which may afford an opportunity of making them public, without embracing it.

But, aside from all these important features connected with this great ocean link, this marriag to of the Atlantic and the Pacific, which should be colebrated annually, as the Doge celebrates the marriage of his imperial Venice with the waters of the Adriatic, the boundless wealth which lies hidden beneath the rich soil of this country—the vast mineral regions which extend along the whole range of the Cordilleras, connecting with the rich mines of the Andes in Peru and Chili, and especially the valuable gold mines of the valley of Cauca, and the province of Checo, which are now being rapidly developed by the energy and enterprise of foreigners. vince of Choco, which are now being rapidly de-veloped by the energy and enterprise of foreigners, are considerations of the highest importance to the emigrant. Commerce will always sustain itself emigrant. Commerce will always sustain itself here. Agriculture only requires the active operation and industry of the practical farmer, to become profitable and permanent; and manufactures and the mechanic arts will always command remunerative prices. Add to these the whale fisheries along the coast and in our bay, the pearl fisheries, and other fisheries, which may be prosecuted with emigrant spaces in the continuous waters, and wa have

other fisheries, which may be presented with eminent success in the contiguous waters; and we have natural resources of wealth unsurpassed, if not unequalled, by any similar portion of the globe.

The completion of the railroad is no longer, if it ever has been since its commencement, a matter of doubt. The readiness with which the limited amount of stock issued was takes, is the best proof of the estimation in which this great work is held by capitalists. The charter of the company au horizes the sale of seven millions of doilars of stock, the full extent of its capital, yet, athough less than two millions have been sold, there will be no ceassion for the issue of any more. I am fally authorized to say, that the amount of maken we remaining from the last issue of nine hundred thousand delary, is amply sufficient to complete the road to diorgone, which will be done by Jane or July, ensuing; and that the reverse which will the road to torgona, which will be done by Jaces or July, ensuing; and that the rereave which will be derived from the road, when in operation thus far, will pay the whole expense of completing it from Gregona to this city. My own deservations and the observations of others, who have recently passed over the work, fully justify this presumption.

on. Mr. E. Flint, a gentleman eminently qualified Office Ellaworth in the agency of the Pacias Mail Steamship Company of this city.

Among the deaths which have recently coursed.

ere, I may mention those of Peter L. Parsons, mas formerly an extensive merchant in Buffalo, N. Y., but recently in the employ of the Pacific Mail Steamship Company in this place. At the time of his decesse, be had just established himself here as a shipping and commission merchant. Mr. Dinneferd was widely known throughout the United States, as an actor and staye manager. He also States, as an actor and stage manager. He also formerly kept a hotel called the "Byron," on Breadway, near Liberty street, in the rear. He came to this city about two years ago, and by his activity, enterprise, and industry, was at see time estimated to be worth between fifty and sixty thou-sand dollars. Unforturate investments and specula-tions, in which he was fond of indulging, and the loss of a whale ship, of which he was part owner. it its thought, made serious inroads upon his hard-earned fortune. He leaves an estimable wife and numerous friends to lament his death. The Aspin vall House, a large and magnificent

The Aspin wall House, a large and magnificent hotel, is nearly completed, and when finished will be superior to any other hotel on the Isthaus of Panama. Cocca Grove Hotel, originally built by Col. E. B. Green and his associates, and now owned by Dector E. A. Thellu, is one of the most delightful places on the Pacific coast. It is, at present, the favorite stopping place of travellers, especially ladies and families. Its gentlemanly proprietor, Dr. Thellu, who is also the editor of a newspaper here, finds it more profitable to eater for the anihere, finds it more profitable to cater for the animal than the intellectual apposites of the public, though his dual profession forces upon him the pleasure as well as necessity of both.

Mr. Ran Runnels, a very worthy and popular gentleman, has recently opened a hotel at Crucos and another at Gorgona. He can hardly fail of EUCCCES.

Canals in California. - Although we have no in our State a regular canal for the conveyance of merchandise in boats, there are a number of then in the mines, upon which immense labor has been expended, designed to carry a supply of water from the rivers to the dry-diggings. In El Decado such a canal has just been competed, being four-teen miles in length, and built by the indicated exertions and enterprise of miners.

NATIVE NUMBERS OF CALIFORNIA -In Golocal enutiful tree with nutmers upon it in nearly a ritween the Middle and South Forks of the American river, by Capt. Andrew McClery, who also collected a quantity of the product of other trees of the analysis. the same kind.

Entrat -A Maxican was suffered to die in a regresser' bouse is this place, on hist Wednerday night, of sufficiation, having had a severe attack of pneumonia. The inhuman brutes around him made no effort to relieve the dying man; but after life had fied, dug a hole about three feet deep, and wrapping the corpse in a blanket, tossed it in

THE EL DORADO TUNNEL COMPANY, working into bill near the Middle Bar, struck a lead averaging

eighty cents per pan.

QUARTZ - Mr. Gordon says, that about eight QUARTZ — Mr. Gordon says, that about eight milestrom Marysville, on the Nevada road, where there are no entward indications which would induce one to suppose that there was a quartz lead, sems persons dug a hole, and at the depth of six feet struck a vein of gold bearing quartz about five feet in width. In appearance the quartz resembles that found in Brown's Valley.

that found in Brown's Valley.

New Paper —Another new paper will shortly make its appearance in California. It will be published, we understand, at Downieville, Yuba county. The californial charge will devolve upon Dr. R. C. Matthewson, favorably known in the political and literary circles of our State. THE LARGREY - We mentioned, some days ago,

having seen an inmense best, 25 inches in circum-ference and weighing 47 lbs. That would, of course, be incredible abread, but even that is sur-passed by one deposited at the Western World Ma-seum. San Francisco, which is 44 inches in circum-ference and weighs 60 lbs. Several others may be seen at the same place, weighing from 30 to 50 lbs. SCARCITY OF COIN .- We hear that at the presen

SCARCHY OF USIN - We hear that atthe present time there is not in San Francisco to exceed \$20, 000 in silver and small geld coin. The first named currency has been exported, while the California issues of the latter have been multed up, and those of the United States carried off by the Atlantic emigration.

Tun Mines - The up river papers are filled with the letters of correspondents from all sections of the mines, giving the most cheering accounts of the heavy tail of rain, and consequent success of the miners.

STAMPEDE ON LONG WHARF - During the height STAMPEDE ON LONG WHARF — During the height of a gale, several bundred persons assembled on the end of Long wharf, San Francisco, to witness the sterm and heavy sea. The Typhoon, being dashed suddonly against the pler, anapped asunder a joist placed as a fender between her and the wharf, the shock and crash making every one start. A wag sung out that the pier had broken off. Immediately the whole crowd rushed up the wharf, till having satisfied themselves they had been hoaxed, they quietly returned to again witness the combat of the elements.

Big Lustr - We have been shown a lump of gold worth 5312, taken out at Pine Log Crossing, some time since, by Albert Smith.

SPLENDID YIELD. - 330 lbs rock ground by the Cepiapo Mill, some time since, for the Sell & Martin Co., yielded St4 ozs. gold, or 1,367 dollars.

ANOTHER SHOCK OF AN EARTHQUAKE.—Earth-quakes in San Francisco are getting to be so much of an every day matter, that half of the people do not notice them. One day, between the hours of one in the morning and twelve at night, three disone in the morning and twelve at night, three distinct shocks were felt. They were, however, "no great shakes," as no material damage was done, that we heard of The day before, at about three o'clock, A. M. a severe shock occurred, waking up masyof our citiseper. The oscillation was to the rorth and south. This, we believe, has been invariably the direction of the shocks that have securred in the rorth and south. in our city during the past two years.

HUMAN ECORE FOUND —One morning, as Mr. Cards Houghton was bunting on the plains, about our miles above this city, on the Sacramento, he discovered the skull and bones of a man, with remnable of clothing, and some papers lying near by. No flesh remained, and the cost and patts were nearly destroyed. The name of Michael Modrath may with difficulty be deciphered on one of the caves of the memorandum book, found near he spot, and the greater probability is that this is the name of the deceased.

men was empanelled, Judge selected, and counsel allowed the prisoner.

SMELTING GOLD.—The Nevada Journal describes the extensive arrangements made by the Bunker Hill Quartz Company for smelting the auriforous rocks taken out of their mine. This will be the first instance in this State of the application of this method of extracting the gold.

THE WHALESHIP SARATOGA, Capt. Harding, is reported as having gone a short distance further northward, in September last, than ever had been penetrated by any ship, being lat. 71 40 north, and lon. 159 40 west.

ASTONISHING DISCOVERIES .- Some of the mos ASTONISHING DISCOVERIES.—Some of the most astonishing discoveries of gold we ever heard of have, during the past week, been made within a mile of this place, in an easterly direction. The whole town in fact seems to have run mad. The hole which created the furore is one hundred and ten feet deep, and commenced paying well at thirty-five feet from the ledge. Another hole, lower down the hill side, has commenced paying at seven feet from the surface, the owners avering most positively that they get from it five dollars per bucket. A tunnel company has also been formed, and has commenced operations in the hill. The indications of gold, here, are the same as those on French and of gold, here, are the same as those on French and Stockton Hills.

UNENVIABLE PREDICAMENT.-A Frenchman, not UNENVIABLE PREDICAMENT.—A Frenchman, not over realeus in his obeyance of the fourth commandment, went to expote in his hole, which was 180 feet deep, on Sunday last. He told his partner when he lowered him down, to come back to hoist him out at 4 e'clock in the afternoon, and with this understanding he descended into the "vasty depths" of a shaft. He had not done much "picking," however, before he heard the earth above his head cruck, and he vamosed speedily to the other end of the hole. He had no sconer left, than about two tons of rock, lava, &c, dropped promiseuously, covering the pile of earth he had just picked off. Here he was, with fear depicted on his countenance, not knowing but the next moment his countenance, not knowing but the next moment would be heraided with the general "caving in" of the whole surrounding earth. There was no escape, however; for he had to remain where he was till 4 o'cleek, when his partner came and heisted him up, more dead than alive.

SPECIMEN - A piece of pure gold, weighing 13 ounces, was taken out of the Rich Gulch. It was a remarkably beautiful specimen, for which the owner refused three hundred dollars.

Volcano - A team left Volcano for Sacramento en Sureay iast, containing gold dust to the a no ant of one hundred and fifty thousand dollars. A guard of nine men, owners of the greater portion of this precious freight, accompanied it.

RICH SILVER MINE. - Messrs. Jacks & Wood-roll have been receiving for some time past supplies of rich silver ore from a mine located in Southern California, about fifty miles from San

A Retrospective Giance at Repudiation.

A Retrospective Giance at Repudiation.

TO THE EDITION OF THE HERALD.

Europe, financial Europe, stood expectant. A convulsion was anticipated that should shake the financial world to its base. The foundations of public credits were about to be broken up. France slumbered, and was expected to awaken, raging in the delirium of a revolution. Threadneedle street stood aghast—Lombard street buried its hands deep in its capacious pockets, and nervously fingered the golden heaps deposited there. The officers of the Bank of England groaned with a glut of gold; treasure, accumulated beyond all previous accumulations, lay a drug, seeking investments.

Where should they be made? France trembling over the throws of the slumbering volcano of revolution—Austria threatened with republicanism—with Hungary—with France—Austria bankrupt—where should the investments be made?

Such was the condition of the California dowered

where should the investments be made?
Such was the condition of the California dowered
world toward the close of the year 1851.
Threadneedle street cast an imploring look westward, acress the Atlantic. Lombard street stretched
forth one hand toward Wall street. Shall we make
investments yonder, in the west! said they to each
other; shall we call on Wall street?
Wall street heard the whispered queries; Now
York resided her head, brightening with the glow of

Wall street heard the whispered queries; Now York raised her head, brightening with the glow of a hope. That hope took form like this:—The threatened governments of Europe—the rotten dynasties of Europe, hold forth insufficient security for the investments of the glutted coffers of financial Europe. They are coming hither, and New York is about to become the financial and commercial sentency of the moneyed world.

entre of the moneyed world.

But they did not come at once. And why the delay! Threadneedle street. Lembard street saw a figure, stained and sinister, deliberately turning its back upon a pile of bonds, bearing the impress back upon a pile of bonds, bearing the impress
of that figure—bearing its coat of arms and its
seal. Lombard street draws back, signing "Mississippi—father of waters—unlimited resources."
Threadneedle street echoes "Mississippi—father
of ites—unlimited repudittions." Teon "Repudiation" is seen standing out black and heavy upon
the pile of bonds, and financial Europe hesitates,

waite.

She has not to wait lorg. The coup d'etat of Louis Napoleon bursts upon her attention. Ah! "order reigns in Warsaw." Revolution buried; the heaving of the volenne stilled; suspense at an erd; capitalists no longer heatate between Europe and America, as the bount tenans for capital.

If tens of millions upor tens of millions of the capital of the financial world has not been at that juncture and on previous occasions transferred to the United States, what has prevented it but re-

Is there question of this! Is there question of the effect produced upon the financial credit of this country as an entity, as a whole, let the querist read what is written by a leading banking house in New York to a correspondent in Boston! "The ceutes pursued by the Vermont Central Railroad Campany in regard to their bonds will result in serious injury to New England, and to Boston in particular. One of the largest English houses called in a loan on Portland Citysix per cent bonds for a large amount, in consequence of the conduct of the Vermont Central Corporation, and say they will not hereafter hold a bond of any name or kind in New England. The position of the Vermont Central Company is so much like repudiation that they distrust everything."

New York may in time become the great heart and centre of the financial world, the depottor the capital of commerce and banking; but it will not be until a long time after the last member of this confederacy of States shall have foresworn repudiation, and by establishing upon a firm foundation a new broken credit, shall have inspired confidence in the minds of capitalists. Repudiation is the father of mistrust, and fatal tethe existence of the ever inseparable.

Capital and Capital And Capital and Capital and Capital. is there question of this! Is there question

CAPITAL AND CREDIT. ever inseparable

Political Intelligence.

White Candidate for Governor in North Carolina.

The Raisigh Star mentions the Hon. John D. Toemen as a while candidate for Governor of North Carolina.

as a whig candidate for Governor of North Carolina.

Demogratic State Convention in Louisiana.—The demogratic remotes of the foundation Legislature have, by resolution, recommended to the demogratic party of the fitate to appoint delegates to a demogratic convention, to savemble at Eaton Rouge, on the second Tussday of Harch next, for the purpose of electing delegates to the Demogratic National Convention at Battimore.

the Democratic National Convention at Baltimore.

More Ecchanary Differences Electron in Persystems.

The Philad-liphia democratic county convention met at Commissioners' Hall, Northern Liberties, Philadelphia, on Monday night, and elected eight delegates to represent Southwark, West Philadelphia, Spring Garden, Northern Liberties, and Moyameusing, in the Fennsylvania Beats convention, at Harriburg, on the 4th of March next. These eight new delegates are, by the Petraghorium, all set down as Buchanan men.

Many States Convention.

Sementary and the convention, at Harriburg, on the 4th of March next. These eight new delegates are, by the Petensylvenien, all ret down as Buchanan men.

Wing State Convention in Rhome Island —A whist convention will be held at the State House, in Providence, the 12th hat, to nominate candidates for Governor and general effects for the political year ensing; and also to elect four delegates to the wing National Convention for the nomination of President and Vice-President of the United States.

Union Mesting in Geogra — At a late Union meeting in Miledgeville, 6a., a resolution was passed retting forth that as the national democratic party is more likely than any other national party to adopt the principles of constitutional Union organization, therefore the meeting deemed it the true policy of the Union State Convention to send delegates to the next Baltimore Democratic Convention.

The Texas Democratic State Convention — This body, which next a destin, on the 8th of January, appointed the following delegates to represent the State in the Baltimore Convention:—Thomes J. Rusk, Col. Mat. Ward, William C. Pollock, Col. O. F. Johnson H. J. Jones, Wm. P. Duval, B. E. Edwards, Col. Ed. Clarke, H. M. Lawson, E. Mahay, Voltey E. Howard, Charles De Morse, J. W. Scott, James R. Shepperd, H. B. Andrews, B. P. Smith, Z. W. Eddy, Hom. M. A. Dooley, L. P. Camp, Sam Bogert, R. Scurry, L. C. Clopton, E. M. Pease, R. H. Hord, James Willie, M. J. Hall, C. B. Stewart, Achbel Smith, Thes. H. Duggan, A. J. Hamilton.

The convention also nominated Lemuel D. Evans, of Barrison county, and Guy M. Bryan, of Brazonia county, as electors for the State at large; and George W. Smyth, and Ectors for the State at large; and George W. Smyth, and C. Scott Congressional District.

Recolutions were passed opposing the compromise acts of the last Congress, and recommending Sam Houston as the next democratic candidate for the Presidency.

From Powr at Prince.—We have lately received from this port files of the Feuille dx Commerce and the Mentium Heltien, to the 21st of December. The political news is of the little interest. On the 4th of December, Count Meden. Plenipotentisty of the Russian Emperor, county from Eczal, arrived at Hayti, and was received by the Emperor. Fairtin I. Count Meden was going to Jaunel in order to emback for Mexico. A fire took pisse on the 57th of November, at these Haytian in the store of Roberts & Co. The lors was estimated at \$500,000, Raytien currency. Two days after, the Emperor approved the proposition of an insurance company against loss by Sre.

Proposed Dam across the Delawark —A project is on foot to increase the capacity of the Tranton Water Power, by the spection of dams at Soutder's and Wells' fails, on the Delaware. This has alarmed the fichermer and lumbermen, whose interests would be estimated by the proposed dam, and they are about to proposed the state of the State government.

The Navigation Laws of the United States.

The Letter of the Hon. Thomas Butler King to the Merchants of California.

San Francisco, Nov. 22, 1851.

Hen. T. Butler King, Collector:

Sir—Some of the undersigned have heard from you personally, and others by report, that you are of opinion the Navigation Laws of the United States, and also the laws regulating the warehousing of goods, whether for consumption or exportation, requires, and should receive, extensive and important modifications in their application to the Pacific coast, in order to encourage the growth and facilitate the operations of commerce in the port of San Francisco.

We, the undersigned, therefore, units in the request that you will be kind enough to furnish to us, in writing, your views on these subjects, and on other points concerning the growth and progress of this State, in order that public attention may be directed to these important matters, and such action had on the part of Congress, as shall accomplish

this State, in order that public attention may be directed to these important matters, and such action had on the part of Congress, as shall accomplish the objects in view.

Respectfully, your ob't serv'ts,
BEVERLEY C. SANDERS, GEORGE CLIFFORD,
HUSSEY, BOND & HALE,
LOGHN T. S. MANSON,
ALSOF & Co.,
PIECHE, BAYERQUE & Co.,
E. MICKLE & CO.

San Francisco, Nov. 25, 1851. San Francisco, Nov. 25, 1851.

Gentlemen—I have had the honor, this evening, to receive your letter of the 22d inst, requesting my views respecting such modifications of the navigation laws and the laws regulating the warehous; ing and exportation of merchandize as will relieve the commerce of this city from their prejudical operation, and on other matters intimately connected with the growth and progress of this State. As far as time and the pressing nature of my official duties will permit, I hasten to comply with your request. No one, I am persuaded, who has not been inti-

request.

No one, I am persuaded, who has not been intimately acquainted with the operation of the act of the 2d of March, 1799, regulating "the collection of duties on imperts and tonnage," either as a merchant or government officer, can form any just idea of the injurious effect in this port, of those provisions of that law which forbids, under heavy penalties, the introduction of certain articles except in certain packages. The 103d section prohibits the importation of beer, ale or portor, except in cesks of forty gallons, or packages of six dezen bottles—refined sugar, except in ships or vessels of 120 tons butthen and upwards, and in casks of packages, of not less than 600 pounds each—distilled spirits, except in casks or vessels of 90 gallons wine measure, or apwards—(brandy is admitted in casks of fifteen gallons or upwards, by a subsequent law of March 2, 1827.) The same section provides that if these articles are imported contrary to these provisions, they shall be forfeited, together with the ship or vessel in which so imported. Every onej acquainted with trade or commerce here, must be aware that the articles, in small packages, thus prohibited, are the most saleable, not only in this but in all other markots of the Pacific, and that they are the very packages in which these articles are always placed where manufactured. They are frequently introduced by persons unacquainted with the law, and who, therefore, had no intention to violate it. This law was enacted more than half a century ago, when its provisions were believed to be necessary to encourage the manufacturing and navigating interests of the young republic, but they cannot justly be regarded as now necessary for those objects, and especially in their application to the Pacific coast of the Union. They are not properly a part of the revenue system, and therefore it cannot be doubted that Congress has the power to relieve this port from their injurious effects, if it shall be considered unwise to repeal them altogether. In this State, and in a In this State, and in all the countries to the southward on the Pacific, pack mules are the principal mode of conveyance for merchandise to the interior, and therefore it is that all the articles above named, of which vast quantities are consumed, are required to be put up in small packages, and are not saleable at fair prices in any other. Hence, the very great inconvenience and loss experienced here from the operation of the section of the act from which I have quoted, in the importations, both for consumption and exportation.

The warehousing system may and ought to be so medified, without disturbing its operations in the Atlantic cities, as to facilitate the accumulation of merchandise here for the supply of all the ports of the Pacific, and, at no distant day, I trust, to enable us to send forth, with the speed of the steam car and ocean steamer, vast quantities of

to chable us to send terth, with the speed of the steam car and occan steamer, vast quantities of the rich and valuable products of India, China, and the Indian Archipelage, to all parts of the Union and to Europe. Money is now worth in this city, to the man of business, five per cent a month, or sixty per cent per annum. No one, therefore, can efford to build warehouses and take merchan-disconstance, unless he charges sand price and can shord to build warehouses and take merchan-dise on storage, unless he charges such price per ten per month as will give him a profit on his capital equal to what it would have produced at in-terest. The government of the United Stabs could procure, if necessary, any amount of money at five per cent per annum. Fortunately, how-ever, it does not stand in need of borrowing I than ample revenues and a large sarplus in the treasury. The government can, consequently, afford to build warehouses and store goods for one twelfth part of the price which the capitalist here is compelled to charge to realize the usual profits on his investment. The obvious and proper policy, then, for the government to pursue, as it seems to me, is to rider the construction, at this port, of a suitable number of fire-proof warehouses, and so to modify the warehousing laws as to charge a small per centum storage on the value of invoice of the merchardise—merely sufficient to defray expenses, including interest on the east of the buildings—instead of on the top pressurement. This would enable of on the ten measurement. This would enable the merchant to store articles of large bulk and small value, as well as articles of great value and small bulk. It would so reduce the cost of storage that vast quantities of merchandise from all parts of the commercial world would accumulate for exportation and consumption. It would undoubtedly be wise to extend the privilege of storage to domestic goods, so as to place them, in that respect, on a focting with foreign.

These measures, in connection with the modification of the Collection acts, which I have suggested, would in my quitter greatly facilitate and in

would, in my opinios, greatly facilitate and in-crease the business and prosperity of this city. I beg leave to introduce here a few paragraphs from my report on California, made to the Secre-tary of State, on the 224 March, 1850, as showing the position of San Francisco for a great commer-cial emportem:—

ital emporions:

"The commercial resources of California are, at present, founded entirely on her metallic wealth her vast mineral treasures remaining undeveloped, and her fertile soil a most entirely neglected; and this must continue to be the case, so long as labor, employed in collecting gold, shall be more profitable then in any other pursuit which can furnish the

ble then in any other pursuit which can furnish the sinews of commerce.

"The day is probably not distant, however, when her ininerals, especially the quickeliver mines, will be extensively and profitably worked.

"Gold is the product of the country, and is immodiately available, in an uncoined state, for all the purposes of exchange. It is not there, as in other countries, where the productions of the earth and of art are sent to markots—foreign or domestic—to be exchanged for the precious metals, or other satisfies of value. There, gold not only supplies the medium of demestic trade, but of foreign commerce. At first view, this state of things would seem

"At first view, this state of things would seem to be unfavorable to an extensive intercourse with other parts of the world, because of the want of return freights of home production, for the vast number of vessels which will arrive with supplies.

"These vessels, however, making no calculations on return cargoes, will estimate the entire profits of the veyage on their outward freights, and become, on their arrival, willing carriers, for a comparatively small consideration.

cone, on their arrival, willing carriers, for a comparatively small consideration.

"This tendency in the course of trade, it would
seem, must make San Francisco a warchouse for
the supply, to a certain extent, of all the ports of
the Pacific, American, Asiatic, and the islands

"Almost every article now exported by them
finds a ready market in California, and the establisb ment of a mint will bring there also the silver bullion, amounting to more than ten millions per abbum, from the west coast of Mexico, and, per-haps, ultimately from Chili and Peru, to be assayed

od ceined. "Vessels bound round Cape Horn, with cargoes "Versels bound round Cape Horn, with cargoes for markets on the American coast of the Pacific, can, by taking advantage of the southeast trade wirds, and 'standing broad off the Cape,' make the voyage to San Francisco in nearly as short a time as they can to Valparaiso or any port south of California. Versels have sailed from our Atlantic ports to San Francisco in less than one hundred days, and they have been, in more than one instance, over more than one hundred and twenty days in going from Panama to San Francisco.

"This astonishing difference in time and distance was caused by the course of the winds, and the guif stream of the Pacific, mentioned in my remarks on the climate of California.

"The versels from our Atlantic ports took advantage of the winds by steering from the Cape as far

"The versels from our Atlantic ports took advan-tage of the winds by steering from the Cape as far into the Pacific as to be encoded to take a course west of the gulf stream in sulling northward, thus availing themselves first of the southeast, then of the northeast 'trades,' and avoiding opposing cur-"The veste's from Panama were kept back by

calms, adverse whole and currents. It will be per-ceived, therefore, that there can be no indusement for vessels bound round Cape Horn, with mixed or more otto cargoes, to stop atValparaiso, Callao, Guay-aquil, or any other port on the west coast, because the experts of all there places will seek a market at San Francisco; and their supply of morebandise, as return fields, will be delivered at less expense than it can be by vessels direct from the Atlantic ports, American Francisco. This tendency of

trade to concentrate at San Francisco will be aided

trade to concentrate at San Francisco will be aided by the course of exchange.

"Geld dust is worth \$17 per ounce in Chili. It is worth \$18 at the United States Mint. If, therefore, a merchant in Valparaiso has ten theusand ounces in San Francisco, received in payment for lumber, barley, flour, or other produce, and desires an invoice of goods from the United States or Europe, he will gain \$10,000 at the outset by sending his gold to New York, besides saving something on the freight and insurance, and at least one month's interest.

"The countries on the west coast of America have no exports which find a market in China, or other ports in Asia. San Francisco will, therefore, become not only the mart of these exports, but also of the products and manufactures of India, required in exchange for them, which must be paid for, principally, in gold coin or gold dust. Neither gold coin nor gold dust will answer as a remittance to China. Gold, in China, is not currency in any shape, nor is it received for import duties, or taxes

to China. Gold, in China, is not currency in any shape, nor is it received for import duties, or taxes on land, or on the industry of the people.

"The value of pure gold in China is not far from \$14 the ounce. Hence, the importer of the manufactures and products of India into San Francisco, will remit the gold coin or dust direct to New York, for investment in sterling bills on London. These bills will be sent to London, and placed to the ore-dit of the firm in China, from whom the merchandisc had been received, and who, on learning of the remittance having gone forward to their agents, will draw a six months' sight bill for the amount, which will sell in China at the rate of four shillings and two or three pence per dollar.

and two or three pence per dollar.
"I have a statement before me from one of the most eminent merchants and bankers of New York,

disposed of her vast treasures in the hills and moun-tains of California, as to give to the harbor of San Francisco the control of the commerce of that ocean, as far as it may be connected with the west

coast of America."

The clipper thips recently arrived here, and these which will follow them in rapid succession, will very soon produce the state of commercial inter-

The clipper ships recently arrived here, and those which will follow them in rapid succession, will very soon produce the state of commercial intercences pointed out in the above quotation.

The great measures which are to give to San Francisco an importance and a commerce second to no place on the continent, except New York, are the establishment of a line of steamers to Chica and the construction of a rail way from this harbor to connect with the railways now in progress from the Atlantic cities to the valley of the Mississippi The electric telegraph will, of course, be a concomitant of this great work, and place us in daily and hourly communication with all parts of the Union. Many plans have been proposed for the construction of this line of communication—a grant of public land sixty miles wide along the route of the road—an issue of one or two hundred millions of government stock—a sale of the gold region and an application of the proceeds to the work. These schemes do not, in my epinion, merit the confidence or favor of the people or the government. I will not stop to enumerate or consider the objections which procent themselves to each of these projects. It is well known they have met with little favor, and there is little probability that either of them will be carried into effect. Some more simple, efficient and feasible plan must be devised, or this important work will be delayed for many years. By way of contributing my mite to the common stock of ideas on this subject, I beg to make the following suggestions:—Let the government order an immediate survey of the roates supposed to be practicable, and as soon as the location shall have been made, offer a guarantee for forty years of six per cent per annum on the cost of the road, to take effect on the completion of the work. This done, the road will be made within the shortest possible period of time, and the government will never be called on to pay one dollar. This, I think, can be very easily shown. The number of persons coming to and going from Cal talists and protect the government. The govern-ment now pays more than eleven hundred thousand dollars for the scan monthly transportation of the mail by steamers via the 1sth mus of Panama. For a tri weekly or daily conveyance of the mail on a railway, the transportion of troops, government officers, agents, and munitions of war, the government could well afford to pay three millions six hundred thousand dollars per annum, which would be the interest at six per cent per annum on the estimated cost of the road—\$60,000,000. The guarantee of six per cent interest on the cost work, should be made for the consideration that the mails, government officers, and munitions of war, should be conveyed on the road during forty years free of cost. So that if the calculation be welf-founded, that the road will pay an interest of at least six per cent per annum, the government will, during the forty years, save more than one hundred and forty millions of dollars, by simply making the This plan obviates all the objections which have

been urged against other schemes, and combines the credit and power of the government with the energy, skill, capital, and economy of individuals.

Of course the necessary guards should be thrown around the interests of the government, to secure the completion of the work in the shortest practicable period, and to cause it to be well-guaranged and

opt in repair.

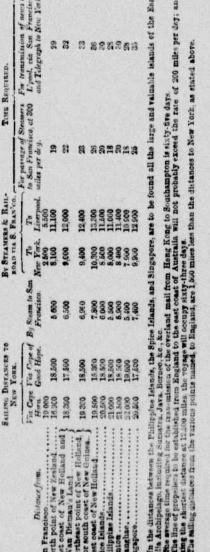
A line of steamers to China is required, not only

A line of stablers to Calina is required, not only as a means of promoting commercial intercourse, but as a means—and probably the best means—of coast defence in time of war.

My views on this subject have long since been placed before Congress and the country, and it is not necessary to repeat them here.

A communication across the entinent by railway and across the Pacific and Atlantic by ocean steamers, will make San Francisco the great point to

more, will make San Francisco the great point to which the commerce of the Pacific will converge frem all places east of Singapore, embracing the coast of China, the Indian Archipelago, Australia, and New Zeland, Japan, the Phillippines, the Spice Islands, etc. The subjoined table of distances will show this, as I have already shown our position commands the trade of the American shores of the Pacific.



I have thus, gentlemen, thrown together hastily and briefly such views and suggestions as time permits, in reply to your communication, and beg to assure you it will at all times afford me sincere assure you it will at all times afford me sincere pleasure to co-operate with you and all others who feel an interest in these matters, in such steps as you may think proper to take, for the purpose of inviting the attention of Congressand the Executive to those measures which, in my opinion, so much concern the prosperity of the city, the great interests of California, the progress and prosperity of the whole Union. I have the honor to be, gentlemen, with great respect, your mest obedient servant,

T. Burler King.

Facts for the People.

Facts for the People,
BRING TEN OF ONE HUNDRED REASONS WHY THE
NAVY NEEDS REFORM.

1st—Because many of the captains and commanders in the service have been on shore so long, that they have forgotten everything practical connected with their duty.

2d—Because many of these grades, who have been thus idle for from five to twenty-five years past, have received, during this time, from \$20,000 to \$50,000 each of the taxpayers' money.

\$50,000 each of the taxpayers' money.

3d—Because the above mentioned captains and commanders, if sent to sea after a long period of inactivity, are entrusted with the control of officers and seamen in many instances greatly their superiors in intelligence, professional ability, and mo-4th-Because nearly one fifth of the other com-

missioned officers of the navy have been eating the bread of idleness from five to twenty five years, and are known only by the appearance of their names on the register, or the pay rolls of the station near-

ost which they may chance to reside.

5th—Because these naval drones within this time have drawn, as pay, from the national treasury, one and a quarter millions of dollars, without having rendered the country any service whatever for the same. 6:h-Because this inactive portion have been

teadily advancing in rank all this time, at the burden of the day, and who continue to hold themselves in readmess for any active or perilous service.

7th—fecture, under the present system and organization of ceurts martial, it is almost impossible to bring efficers of high rank to justice, many of whom are known to commit with impunity offences for which subordinates are dismissed with-

out a trial.

Sth - Because, with the exception of a few "rules She—Because, with the exception of a few "railes and regulations," many of which have become obsolete or ineffective, there is no established code for the government of the navy. The duties, as well as the rights and privileges, of the different grades are but iit defined. They are frequently made to depend upon the waims of a superior, or the variations of custom, which necessarily impair the energy and unity of the service.

9th—Because the navy is oppressed with such an inceptus of worn out supergraphysted efficies, and

9th—Because the navy is oppressed with such an incubus of worn out, superannuated officers, and promotion is thereby rendered so slow that by the time a man is entitled to a command, he has become, both physically and mentally, disqualified for the performance of its duties.

10th—Because the present system of promotion by seniority, without regard to competency, necessarily leads to degeneracy of character, by repressing all emulation, the chief stimulus to professional exertion and improvement. Those of inferior rank know that, if they live sufficiently leng, they are sure of attaining the highest positions they are sure of attaining the highest positions without an effort. Thus a state of intellectual and moral stagnation is induced, which, together with the abuses above mentioned, calls loudly for re-

Our Gibraltar Correspondence. BRIG "CHATSWORTH,"
GIBRALTAR BAY, NOV. 5, 1851. Raising of the Remains of the U. S. Steamship Missouri, &c. &c.

TO THE EDITOR OF THE NEW YORK HERALD. I arrived here on the 16th of August, after a very short passage, since which time I have been engaged in removing the remains of the United States steam frigate Missouri, which was burned to the water's edge, and sunk in this bay, on the 26th of August, 1843.

Since my arrival, I have been at work on the remains of the steamer every day, without intermission, with unbounded success. By the aid of my sub-marine armor, I have placed gunpowder under the machinery, and ignited it with a powerful battery, which I was compelled to purchase in London. By a succession of sub marine explosions under various portions of the machinery, I have deepened the water to such an extent that any vessel can now float over the wreck with perfect safety, alhough, when I arrrived, there was not over two feet of water above various portions of the machinery, such as wheels, cranks, shaft, and the timbers of the unken vessel, (Taylor's reports to the contrary, otwithstanding) I have with me three American ivers, besides the crew of my vessel, who can also dive with the greatest facility, and do their work in most satisfactory manner, producing result : traig

stonishing. When I first arrived, the English residents of this anything, as they did not think "that any good could come out of Nazareth," particularly when an English contractor had failed, after working three years. I accomplished more in three weeks than he did in as many years, although he was here under did in as many years, although he was here under more favorable circumstances, from the fact that the steamer had just sunk, and every pertion could be teen from the surface of the water, (which was, upon my arrival, completely covered with cysters and shells,) and the nuts could be unserewed, and the keys driven out, thereby disconnecting the ma-chinery under water, which are new completely co-vered with rust, rendering them impervious either to wrench or hammer. Notwithstanding these ob-stacks, I have removed nearly all of her machinery, and am new rapidly breaking the hull of the vessel water. During the ensuing summer, I anticipate that I shall entirely remove her remains, and leave he vestige of the ill-fated steamer in this

aybor.
By the aid of a sand torpedo that I invented just By the aid of a sand torpedo that I invented just before leaving America. I have been enabled to place gunpowder becaute the sand, at any angle, and at any depth under water, and ignite it at my own convenience, with the greatest facility, and have found it to be of the greatest utility in my operations on the Missouri.

After I had olasted and broken asunder portions of the machinery, I commenced hoisting the broken pieces, some of them weighing fourteen tens, and I assure you that powerful purchases had to be constructed to lift such massive weights of iron. Still, it is accomplished, and a majority of the werk is completed.

werk is completed. I have had a proposition to remove the Pearl Rock, as it is called, which is located in the Straits

of Gibraltar, and is quite dangerous to navigation, and several vessels have been jost upon it. I have also received a proposition to remove an obstruction in the harbor of Constantinople. Whether I shall accept either of the above propositions, I am as yet quite undecided.

quite undecided.

I am at present also engaged in raising a French bark, runk off the Spanish town of Algeoiras, (opposite here.) She has in one hundred teet of water. I have already simp her with five chains, and have two hulks over her. Yesterday the 4th, I raised her eighteen feet. She has a valuable cargo, among which is eighty whole pipes of brandy, and between forty and says thousand france in specie. I am to receive one half for raising her.

Joun E Gowen,

American contractor for removing the wreck of the U.S. steam frigate Missouri.

wreck of the U. S. steam frigate Missouri.

Awful Tragedy in Mississippi.

[From the hemphis (fenn.) Eagle |
We have just received the particulars of one of
the most horrible tragedies it has ever been our
duty to chronicle. It seems that three of the
negroes of Mr. John D. Watkins, who resided in
the castern part of De Soto county, near the line
of Marshall, and not far from Byhalia in the latter the eastern part of De Soto county, near the line of Marshall, and not far from Byhalia in the latter county, formed the design, last week, of murdering their master on his return from this city, where he was then absent on business. They expected him to return home in the night of Thursday last, and intended to waylay him before he reached the house, and effect their heiligh purpose. Contrary to their expectations, Mr. W. arrived before nightfall, and thus momentarily thwarted the infamous plot. On Friday morking, however, on his going out to a clearing where they were at work, they attacked him with axes, breaking his skull at every streke, and causing instant death. After perpetrating the horrid deed, they felled a tree across the dead body, and reported that their master had been accidentally killed by its failing. They also built a brush fire over the spot where the murder was committed, in order to consume the blood which flowed from his wounds. But before the interment of the body, the suspicions of the community were aroused, and, on examination, it was found that the wounds had been inflicted with an axe. The negroes—two men and one woman found that the wounds had been inflicted with an axe. The negroes—two men and one woman—were arrested, and, on being questioned, confersed the whole story of their diabolical guilt as above related. On Sunday evening following, the exasperated citizens met together and metad out to the two men that swift retribution which passion, not reason, dictates, and which so atrocious a crime only could palliste, hardly justify. They were taken to the place of the murder and hung to the nearest tree. The woman (who had assisted in burning out the gory traces of the foul deed) was only saved from a like late by the fact that she was creamle.